This quarterly MMU E-Newsletter is a joint publication from DM AIRPORTS, LTD. (Operators of Morristown Airport), MAA (Morristown Aviation Association) and MAPA (Morristown Airport Pilot’s Association). This issue, as well as previous issues, is available at www.mmuair.com

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### Committees & Messages

#### ATC Update

- Total traffic for October 2013 was up 6.2% compared to October 2012. There were 11 days of delays mostly attributed to sector volume and EWR Runway 11.

- Total traffic for November 2013 was up 14.2% compared to November 2012. There were 4 days of delays mostly attributed to sector volume and EWR Runway 11.

- Total traffic for December 2013 was up 33.7% compared to December 2012. There were 8 days of delays mainly due to sector volume and EWR Runway 11.

- Total traffic for January 2014 was up 7.5% compared to January 2013. There were only 2 days of delays mainly due to sector volume.

### Membership

- The next MAA meeting will be held on Wednesday, March 5th at 10 a.m. in the DM/Airport Administration Conference Room. Please attend and consider joining MAA if you are not already a member.

### Message from the MAA Chairperson

Morristown Aviation Association has a long history of prompting FAA personnel for additional resources as it relates to airport capabilities. MAA members and Trustees have spent an enormous amount of time and energy requesting additional landing approaches and departure procedures. Even if the goals for these efforts are self-servicing for Morristown Airport, it only allows more efficient operations and traffic count capabilities. As you can imagine, the process is very political and not always based upon actual traffic numbers of Air Traffic Control requirements. This has been exemplified by a request several years ago to incorporate a downwind departure procedure off of Runway 23. Essentially it was a left turn off of Runway 23 and turn onto a downwind while climbing. The reason for this requirement is that when Newark (EWR) is landing on Runway 11, it in essence minimizes Runway 23 to IFR departures and thus causes departure delays. The airspace was originally set to be free for those departures and was named as a future departure that was placed into design...
changes for the New York Tracon area. That is about how far it went.

The continuance of that approach was placed on the back burner after testing revealed some potential airspace conflicts moving forward. It was also pushed back based upon an airspace redesign that was supposed to take place over the next few years. Those years have come and gone but that departure procedure has not had any additional resources thrown at it. However, a new concept has been recently brought back to the surface - that of a VFR climb out to a point where the IFR clearance could be activated. This is very close to the concept of the Dalton Departure from TEB which has been successful for TEB for many years. Again the idea is to depart Runway 23 and this time with a radius of turn requirement, place the aircraft on a high downwind whereby the IFR would be activated with climb clearance. This would bypass the potential of traffic conflict with the arrivals headed to Runway 11 at EWR.

Yet another concept being raised is a right hand turn from Runway 23. This allows MMU departing traffic from Runway 23 to quickly leave the Class B airspace and thus allowing them to be climbed into the en-route environment quickly. Although, the redesign of the airspace will need to take place first to make this second option viable, this is still an option for MMU IFR departing aircraft. As the political process continues, please be sure that MAA members and trustees will continue to push hard for changes to our capabilities. In the very near future, many of you will be asked to register yourself at an FAA website offering airport operational suggestions as it relates to airport services. It is my belief that unless we contribute in an orderly fashion with the same voice, it will be met with the demise of previous efforts. That still may be the case eventually, but it is also my belief that we need to continue to push for our voice to be heard. As the details become finalized, my office will be forwarding drafts of the requested departure suggestions along with detailed instructions to submit those suggestions. I would ask that for the potential operational benefits, all of you would take the time to assist in the process. More to come...

Randall (Randy) Wood
Chairman, MAA
(201) 982-3453

Message from MAPA

MAPA wishes you a happy, healthy and Prosperous New Year!!

December was a sad time for our organization (and many others) with the loss of our President, Mitchell (Mike) Stoddard on December 8, 2013. Mike was an aviation icon and a staunch supporter and advocate for General Aviation. Mike was inducted into the New Jersey Aviation Hall of Fame a few years ago. A tribute to Mike was sent out to our membership in December along with a copy of the “MAAC REPORTER” which provided great insight into Mike's life. Mike was also President of MAAC (Mid-Atlantic Aviation Coalition) for many years.

On a brighter note, MAPA held its Annual ANTI WINTER PARTY on January 25, 2014. The party was well attended and everyone appeared to have a good time. Good food, music and dancing, and camaraderie. For those who plan ahead, next year’s party is scheduled for January 31, 2015! You do not have to be a MAPA member to attend.

SUPER BOWL: What’s there to say? The weather held off. No comment on the game. Aviation Super Bowl planning for the event at MMU was exceptional but the expected influx of traffic did not come to fruition. However the Airport and its tenants were ready!!

On to winter! So far, we have had plenty of snow. DM has done a great job in keeping the airport operational and has also kept the tie-down well plowed. Hopefully, we will get some relief from the cold temperatures and snow over the next few months.

A few reminders to pilots and owners...Winter flying and cold weather operation requires extra care of your equipment. Removing the snow soon after it snows is usually the easiest method of cleaning the aircraft. However, thawing and freezing continues to be a major problem. Make sure all surfaces are clean before flying. Preheating is very important, especially with the cold temperatures we have been experiencing. Besides heating up the engine oil and engine itself, starting cold engines can lead to excessive engine wear and damage. Just because it might be 35-40 degrees air temperature when you get to the airport, the engine may have sat at a much lower temperature and has not warmed up to the ambient temperature.

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There are several topics to consider. How about the water in the fuel? Is it water or ice? Fuel strainers: Are they above freezing to be able to drain any water? Another, not so obvious item you should be concerned with is your pitot tube. Temperature changes and contaminants including snow and rain can affect its ability to operate. Do you check your pitot heat as part of your preflight? Do you turn it on while you taxi for takeoff? You ought to because you may not have a working airspeed indicator. Discussion of winter operations can go on and on. Remember, you are pilot in command of the aircraft and are responsible for the go/no go decision!

MAPA wants to take this opportunity to thank DM and our tower personnel for their support in 2013 and look forward to their supporting our 2014 activities. Not to be forgotten are the ARFF personnel. They have “our backs” and are ready to help whenever needed.

Len Levy
Morristown Airport Pilots Association

AIRPORT NEWS

The Not So Super, Super Bowl
by Maria Sheridan, A.A.E., DM-Sr. Director, Government Affairs & Business Development

After much anticipation and 18 months of planning and preparation, Super Bowl XLVIII turned out to be not so “super” after all. DM, as well as Signature Flight Support and FTC FBO were staffed and ready for an influx of aircraft. Unfortunately, only about a third of what was originally expected actually arrived.

Our snow team, as always, was prepared and kept the runway open for the aircraft that were ready and able to leave. This year, and it’s only early February, has been very taxing on our snow team and the snow removal staff at our tenants’ facilities. We thank all those who worked very hard to make the event run as smoothly as possible and for all the extra hours that they put in. Special thanks to Peter Gilchrist and Darren Large who spent many months coordinating this event. The collective effort and commitment was very much appreciated.

Hopefully the aircraft that were new to MMU will return in the future. At the very least, it was a good opportunity to show that MMU is the best choice when arriving into the New York metropolitan area.

ARFF Chief’s Chat
by Doug Reighard, MARS/ARFF-Fire Chief

The Morristown Aircraft Rescue Service staff is committed to providing the highest quality services to the airport community here at MMU. The following are a few of the accomplishments the Department achieved in 2013.

The department worked with airport management and took delivery of a new KME Class II ARFF (Airplane Rescue and firefighting) vehicle. This multi-purpose vehicle carries 300 gallons of water, 50 gallons of AFFF, 450lbs of AFFF, and is fitted with a FLIR (forward looking infrared) Camera. This vehicle is the only Class B CAFS (compressed air foam system) pumper in our mutual aid and serves the following roles here at MMU:
Utilized to conduct airfield inspections, the FLIR allows our staff to see the heat signature of wildlife on the field which in the past may have been hidden. They are then able to move the wildlife away from the Runway in an attempt to prevent an accident/incident with any aircraft arriving or departing MMU.

Serves as the fire chief's incident command vehicle when he is on site for an emergency.

Serves as the backup for our primary ARFF vehicle.

The department, in conjunction with airport management and mutual aid responders, hosted two emergency exercises. The first exercise was a response drill that brought the entire mutual aid from our airport emergency plan to the airport. The focus was working on the communication system from dispatch to arrival. The second exercise was our full-scale drill which involved our 2nd Alarm Fire and 3rd Alarm EMS mutual aid units. Units were requested to respond to a simulated aircraft accident involving two aircraft on the airfield. Both exercises were very successful in testing the airports Emergency Plan and were very well attended.

All members of the Department recertified their annual ARFF Training. The live fire training was conducted at the Aircraft Rescue Firefighting Facility in Rochester, NY and is required training to maintain certification as an ARFF Firefighter by the FAA.

In 2013 the Department redesigned their training program to provide staff with a more comprehensive plan. This web-based training will allow the employees to meet the required training requirements. The firefighters will be given a number of training classes each month that include tests for each lesson and provide learning assessment for each class. The program also allows the tracking of all training, ensuring that all employees meet all required standards.

All full time ARFF Firefighters obtained Level I New Jersey Fire Instructor certification. This certification allows the staff to teach firefighter training, fire extinguisher training and fire safety training in-house and to airport staff as well as any of the airport tenants at our facility.

Here are a few statistics you may find interesting from 2013:

ARFF Responded to 91 Emergencies
43 Aircraft Related
28 Structural Calls
05 Emergency Medical Calls
07 Hazardous Material Calls
08 Other

Conducted 23 Station Tours hosting 365 adults and children

Conducted 7 CPR classes giving instruction to 41 adults

Conducted 10 Fire Extinguisher classes giving instruction to 60 adults

Conducted 950 Fire Extinguisher Inspections throughout the Facility

Conducted 3,542.51 man hours of ARFF, Fire, Rescue, Haz-Mat and EMS training

Take Our Survey!
by Maria Sheridan, A.A.E., DM-Sr. Director, Government Affairs & Business Development

How are we doing? We want to hear from you! We have a survey on our website to get feedback from our pilot community. As an enticement for you to take 2-3 minutes of your time to answer our questions, we will have a monthly drawing for a $100 Amazon gift card.

Please feel free to complete the survey as often as you use MMU. Just go to main page for the link or go directly to mmuair.com/pilots/airport-survey.
OUR AIRPORT FAMILY

In Memorium of Mike Stoddard and Jack Penn
Excerpts from the MAAC Reporter, 2013 by William (Bill) Leavens

Two Giants are Gone: Penn and Stoddard

This is written with a heavy heart. Two of General Aviation’s long time staunch supporters have passed, former Aviation Director Jack Penn and MAAC President, Mike Stoddard.

Mike Stoddard passed away on December 8th after a brief illness. His wife Jamie was at his side along with daughter Alison.

Mike Stoddard at Kitty Hawk, NC

Mike had a great ally in fellow liaison pilot, Jack Penn. Both men served in the Pacific, but Mike had combat duty at Okinawa, flying Piper L-3s and Stinson L-4’s over the Japanese positions as those islands were wrested from an intractable enemy. He had begun his aviation career years earlier, learning to fly small aircraft in his youth. After entering the service, he was schooled in aircraft repair and assigned to a maintenance group that operated stateside.

Mike pestered the authorities enough that he was finally cleared for flight training in aircraft he was fully familiar with.

Another early aviation experience was running an airport after the war in South Florida. At one point he became involved with a freight operation that was flying DC-3s into Cuba, carrying the mail and perishable goods. A local Miami television affiliate asked if the company would be willing to transport news film back to Florida to scoop the other stations. That, in turn, led to Mike’s career as a newsman, carting a movie camera on a tripod around Cuba, setting it up and filming Fidel Castro’s early revolutionary activity.

That ultimately led to a career with the Herald News (Passaic) where Mike covered the Morristown courthouse beat. From there, he became the Director of Media Relations for Morris County where his political skills were often challenged.

At one point, Mike acquired an L-17 Navion that he kept at Morristown Airport. That aircraft was built with the wing and sturdy landing gear of a P-51. Mike delighted in demonstrating the strength of the gear on every landing, planting the aircraft with a resounding short field ‘thud’.

Mike wrote and published the New Jersey Aviation News for the Division of Aeronautics. He also compiled the state airport directory and aeronautical chart. In 2004 Mike was elected President of MAAC, a title he held at his death.

Mike was inducted into the NJ Aviation Hall of Fame in 2010, recognized for his lifetime of achievement on behalf of general aviation in New Jersey. He also took responsibility for developing the last decade of themes at the NJ State Aviation Conference.

We are proud to have worked with him and will forever remember him as the congenial curmudgeon that we knew and loved. Rest in peace, friend.

Jack Penn died early in November at 86 after a long illness and after suffering from a broken hip. We at MAAC are greatly indebted to Jack for his steadfast work on behalf of General Aviation. He was an accomplished pilot, a capable and caring Member of the New Jersey Legislature, and a true Friend of Aviation.

Jack’s life was steeped in aviation. As a child in the 1930’s he hung on the fence at Hadley Field, washing planes and spending his pay to earn a pilot’s license at 17. Jack flew liaison aircraft with VMO-5, activated in February, 1944. That observation and liaison group was attached to the 5th Marine Division in the wartime Pacific.

During his civilian GA flying career, Jack owned and flew a number of light aircraft - Cubs, a Ercoupe, 4 seat Cessna’s, a Mooney and, ultimately, a Piper Arrow based at Somerset.
Of particular note, Jack was a racer, too. He competed in the 12 hour race at Sebring in 1955, finishing 2nd in class in a pretty but woefully underpowered one liter Siata. He also raced Austin Healeys and Jaguars as SCCA sports car racing became popular.

But Jack’s love was flying. Despite being involved in a successful commercial real estate business, Jack found time for the Quiet Birdmen and other aviation affinity organizations. He was a MAAC Director, always available as a trusted advisor.

With Jack Elliott, he dreamed of an organization to represent the business end of aviation. That dream grew to become the New Jersey Aviation Association - Jack was a Founding Director.

Jack served as Somerset County Republican Chair from 1984 to 1992. During that tenure, Christy Whitman was a Somerset Freeholder. After Whitman’s election as Governor, an early appointment was Jack Penn as Aviation Director. At NJDOT, his role as an advocate became more robust. He realized that general aviation had languished in New Jersey and helped to restore the funding mechanism needed to improve and preserve airports.

Jack was also instrumental in promoting aviation. Working with Mike Stoddard, Penn secured funding to publish a newsletter that was distributed to the registered pilots in NJ. Other initiatives were outreach to the public with travelling displays and general aviation promotion through the Wings Over New Jersey public access television program which was based on Jack Elliott’s Star Ledger column.

Jack Penn has left a great legacy, and not just for his accomplishments. His friend, Jack Elliott eulogized him and, in closing, summed it all up.

“What I’ll remember most is that he was just a great guy.” Amen

Congratulations Maria!
by Suzanne Freaney, CM, DM-Sr. Manager, Contracts & Administration

Maria Sheridan, A.A.E., DM’s Sr. Director, Government Affairs & Business Development has graduated from the Morris County Chamber of Commerce’s Leadership Morris Program. The Program teaches business professionals and not-for-profit executives about the opportunities, challenges, institutions and the people of Morris County. Congratulations, Maria!

If you have any questions or comments regarding the newsletter or items of airport interest including notable events (promotions, awards, service anniversaries, marriages, births, deaths, milestone anniversaries, etc.) please contact Maria Sheridan at: MariaS@mmuair.com

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